

ACNN Zolder

Autosport Competitie Noord Nederland

DRDO - Race 1

21 July 2013

Laps and Sector Times

Zolder - 4000 mtr.

3 Drummen-Friederich					BMW M3						
1	43.211	46.406	38.141	158.1	2:07.758	11	38.668	45.099	In	2:10.627	P
2	39.292	45.936	37.610	155.9	2:02.838	12	Out	52.918	1:08.237	57.9	4:17.970
3	39.604	46.588	37.301	160.4	2:03.493	13	1:27.884	1:41.520	1:12.176	60.2	4:21.580
4	39.508	44.841	38.746	154.5	2:03.095	14			1:12.948	54.7	4:11.320
5	39.673	45.267	36.979	158.9	2:01.919	15	1:29.393	1:43.735	1:10.467	56.1	4:23.595
6	38.698	44.671	36.484	159.6	1:59.853	16	1:27.845	1:36.452	1:08.573	115.9	4:12.870
7	38.626	44.646	36.386	159.6	1:59.658	17	41.286	44.612	35.997	161.1	2:01.895
8	38.656	44.797	36.285	158.9	1:59.738	18	38.602	44.715	36.054	161.1	1:59.371
9	37.919	44.590	36.321	158.9	1:58.830	19	37.794	43.031	35.411 164.3		1:56.266
10	40.437	44.328	36.150	160.4	2:00.915	20	37.730	42.509	36.246	161.1	1:56.485

4 Mark Bol Raap					BMW M3							
1	39.631	42.494	35.220	158.1	1:57.345	8	37.993	42.274	36.372	154.5	1:56.639	
2	37.523	42.441	35.417	158.9	1:55.381	9	37.810	42.605	35.683	157.4	1:56.098	
3	37.284	42.077	35.302	158.1	1:54.663	10	38.470	42.629	36.608	155.9	1:57.707	
4	37.221	43.716	35.609	155.9	1:56.546	11	38.364	42.729	In		2:05.552	P
5	37.312	42.346	35.976	156.7	1:55.634	12	Out	43.042	36.447	149.1	27:16.571	
6	37.318	42.233	35.990	156.7	1:55.541	13	40.549	49.067	38.981	139.3	2:08.597	
7	37.486	42.561	35.971	157.4	1:56.018	14	40.567	47.486	39.629	123.5	2:07.682	

7 Menno van de Grijsparde					BMW M3							
1	40.304	43.289	35.785	161.9	1:59.378	8	35.744	42.928	36.088	161.9	1:55.710	
2	37.947	44.176	35.140	162.7	1:57.263	9	37.050	42.762	35.936	161.1	1:55.748	
3	36.968	42.650	35.883	162.7	1:55.501	10	36.953	42.532	35.817	163.5	1:55.302	
4	37.355	42.792	36.046	161.1	1:56.193	11	37.451	43.485	36.114	163.5	1:57.050	
5	37.607	42.500	37.068	158.9	1:57.175	12	37.047	42.485	35.691	165.7	1:55.224	
6	36.935	43.553	35.937	161.9	1:56.425	13	36.899	9:55.610	In		13:52.307	P
7	36.851	42.783	35.430	161.9	1:55.064	14						

9 Wouter Boerekamps					BMW M3							
1	40.491	41.118	34.963	161.9	1:56.572	12	36.937	41.708	36.295	159.6	1:54.940	
2	36.161	41.176	35.017	162.7	1:52.354	13	36.903	41.936	In		2:04.543	P
3	35.123	41.663	35.202	161.9	1:52.988	14	Out	1:34.320	1:14.191	55.9	5:54.954	
4	36.312	41.141	34.951 163.5		1:52.404	15	1:24.321	1:34.816	1:13.623	58.4	4:12.760	
5	36.603	42.727	35.597	161.1	1:54.927	16	1:24.504	1:29.899	1:12.099	57.9	4:06.502	
6	36.634	41.754	35.411	161.9	1:53.799	17	1:21.586	1:29.809	1:10.807	60.4	4:02.202	
7	36.805	41.659	35.408	160.4	1:53.872	18	1:05.661	43.829	35.611	160.4	2:25.101	
8	36.535	41.447	35.628	161.9	1:53.610	19	37.060	41.267	35.778	161.1	1:54.105	
9	37.511	41.922	35.663	158.9	1:55.096	20	36.419	41.510	35.163	163.5	1:53.092	
10	36.862	41.693	35.588	160.4	1:54.143	21	36.408	41.617	35.339	161.9	1:53.364	
11	36.885	41.745	35.673	159.6	1:54.303	22						

10 vd Linden-Peene					BMW M3							
1	40.014	42.356	35.417	160.4	1:57.787	12	36.633	41.953	35.555	160.4	1:54.141	
2	36.966	42.387	35.787	159.6	1:55.140	13	35.557	41.982	In		2:06.038	P
3	36.981	42.068	35.290	160.4	1:54.339	14	Out	1:36.629	1:14.660	59.2	5:42.725	
4	36.985	42.673	35.307	161.1	1:54.965	15	1:22.707	1:36.423	1:13.483	57.0	4:12.613	
5	36.937	42.142	35.301	160.4	1:54.380	16	1:22.893	1:29.805	1:13.056	58.2	4:05.754	
6	37.176	41.904	35.251	161.1	1:54.331	17	1:21.230	1:29.433	1:09.780	60.8	4:00.443	
7	37.021	41.785	35.219	161.1	1:54.025	18	1:10.125	44.923	36.744	162.7	2:31.792	
8	37.021	41.765	35.205	160.4	1:53.991	19	37.556	43.059	35.738	161.9	1:56.353	
9	36.697	41.858	35.508	161.1	1:54.063	20	36.983	42.528	36.254	161.1	1:55.765	
10	36.999	41.785	35.174	161.1	1:53.958	21	37.492	42.557	35.880	148.4	1:55.929	
11	36.711	41.711	35.469	161.9	1:53.891	22						

11 Marc Dijkhuis					BMW M3						
1	40.976	43.105	35.665	158.9	1:59.746	12	37.035	43.300	35.923	158.9	1:56.258
2	37.383	43.019	35.501	159.6	1:55.903	13	36.936	42.785	36.092	155.9	1:55.813

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3	36.982	42.980	35.329	161.1	1:55.291	14	56.526	1:28.282	In	3:38.702	P
4	37.105	43.012	35.316	161.1	1:55.433	15	Out	1:40.371	1:13.286	52.1	5:43.222
5	37.064	42.839	35.777	158.9	1:55.680	16	1:24.206	1:35.413	1:07.237	52.5	4:06.856
6	38.278	43.418	35.931	158.1	1:57.627	17	1:14.553	1:33.989	1:15.346	43.0	4:03.888
7	36.893	42.437	35.473	160.4	1:54.803	18	1:12.235	45.618	37.373	159.6	2:35.226
8	36.766	42.705	35.794	157.4	1:55.265	19	37.866	42.520	35.334	163.5	1:55.720
9	36.970	42.747	35.998	158.1	1:55.715	20	36.988	44.078	36.465	161.1	1:57.531
10	37.012	43.187	35.965	158.9	1:56.164	21	37.669	42.897	35.602	161.9	1:56.168
11	37.968	43.454	36.116	157.4	1:57.538	22					

16	Jan Hein Witzand					BMW M3					
1	40.472	43.292	35.529	162.7	1:59.293	12	39.036	44.493	In	2:18.266	P
2	38.122	42.844	35.054	164.3	1:56.020	13	Out	1:31.879	1:11.597	60.2	5:16.006
3	37.571	42.714	35.705	163.5	1:56.050	14	1:22.895	1:37.254	1:10.488	60.0	4:10.637
4	38.177	42.942	35.543	162.7	1:56.662	15	1:23.250	1:37.497	1:13.865	57.9	4:14.612
5	37.589	42.962	37.485	156.7	1:58.016	16	1:21.144	1:39.169	1:12.065	59.4	4:12.378
6	37.810	43.541	35.924	162.7	1:57.275	17	1:18.629	1:09.438	37.773	160.4	3:05.840
7	37.794	43.523	36.424	162.7	1:57.741	18	40.184	45.721	36.186	161.1	2:02.091
8	37.906	43.392	35.727	161.9	1:57.025	19	39.175	43.968	35.833	161.1	1:58.976
9	38.386	43.947	36.240	160.4	1:58.573	20	38.865	43.539	35.787	162.7	1:58.191
10	38.382	43.957	36.068	162.7	1:58.407	21	38.727	43.526	35.483	162.7	1:57.736
11	38.492	44.044	36.253	161.9	1:58.789	22					

20	Henk van Dijk					BMW M3					
1	45.942	47.373	39.580	150.4	2:12.895	3	40.339	46.070	In	2:24.122	P
2	39.377	45.856	37.309	153.8	2:02.542	4					

28	Kivits-van Rooij					BMW M3					
1	43.604	43.352	35.684	162.7	2:02.640	12	37.191	42.468	In	2:05.132	P
2	37.552	43.504	35.296	161.1	1:56.352	13	Out	1:25.396	59.762	75.7	4:57.956
3	37.066	42.475	35.348	162.7	1:54.889	14	1:12.791	1:32.077	1:12.307	58.2	3:57.175
4	37.299	42.190	35.088	164.3	1:54.557	15	1:22.450	1:33.360	1:08.603	65.7	4:04.413
5	37.085	42.420	35.556	164.3	1:55.061	16	1:20.434	1:37.631	1:06.840	57.6	4:04.905
6	37.715	42.510	35.240	163.5	1:55.465	17	1:19.626	1:31.708	51.021	159.6	3:42.355
7	37.057	42.379	35.587	163.5	1:55.023	18	37.747	45.312	35.867	164.3	1:58.926
8	37.111	42.284	35.491	161.9	1:54.886	19	37.670	43.719	35.274	163.5	1:56.663
9	37.852	42.589	35.389	164.3	1:55.830	20	37.480	43.141	36.204	164.3	1:56.825
10	37.172	42.181	35.983	161.9	1:55.336	21	37.927	42.413	35.409	158.9	1:55.749
11	36.913	42.376	35.443	162.7	1:54.732	22					

31	Marloes Dijkhuis					BMW 120 D					
1	43.665	49.232	38.779	143.4	2:11.676	11	38.948	45.297	In	2:15.796	P
2	39.401	45.413	38.421	148.4	2:03.235	12	Out	1:21.899	1:04.489	61.6	5:00.462
3			38.032	148.4	2:03.661	13			1:10.348	58.5	4:06.459
4	39.232	45.514	37.526	149.1	2:02.272	14	1:23.473	1:35.548	1:06.687	57.9	4:05.708
5			37.919	148.4	2:02.125	15			1:07.735	66.4	4:02.061
6	39.065	45.674	39.184	147.8	2:03.923	16			58.016	147.8	3:51.285
7	38.902	45.124	37.797	149.1	2:01.823	17	39.748	46.127	38.377	149.1	2:04.252
8			38.307	148.4	2:03.070	18			37.879	149.1	2:03.207
9	39.137	45.026	37.996	149.1	2:02.169	19	38.969	45.275	37.880	148.4	2:02.124
10	38.687	45.136	37.596	149.1	2:01.419	20	38.733	45.072	37.759	144.0	2:01.564

32	Thierry Kohler					Diesel					
1	42.843	47.315	37.778	147.8	2:07.936	11	39.002	45.046	In	2:15.704	P
2	38.630	44.476	37.594	152.4	2:00.700	12	Out	50.694	1:02.870	57.2	4:00.626
3	39.894	45.880	37.687	151.1	2:03.461	13	1:27.766	1:41.983	1:11.894	54.2	4:21.643
4	39.088	44.955	38.250	150.4	2:02.243	14	1:23.374	1:35.982	1:11.918	54.4	4:11.274
5	38.862	45.341	38.451	147.1	2:02.654	15	1:29.450	1:44.125	1:10.119	55.0	4:23.694
6	39.870	44.892	38.290	149.1	2:03.052	16	1:27.563	1:36.931	1:06.619	124.9	4:11.113
7	38.692	44.652	38.451	147.8	2:01.795	17	40.441	44.055	37.564	145.9	2:02.060

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Zolder - 4000 mtr.

8	38.872	44.725	38.235	147.1	2:01.832	18	38.859	44.304	37.955	150.4	2:01.118
9	38.532	44.880	37.886	148.4	2:01.298	19	39.149	44.449	37.580	149.1	2:01.178
10	39.021	44.615	38.526	147.8	2:02.162	20	38.754	45.141	38.643	145.2	2:02.538

35 de Weerd-van Schaijk					VW Golf TDI						
1			38.557	142.8	2:07.252	11		In			2:15.207
2			37.800	142.8	2:03.263	12	Out	1:23.196	1:01.805	74.0	5:28.860
3			37.862	143.4	2:03.304	13			1:13.883	59.3	3:57.019
4			38.250	141.0	2:02.222	14			1:08.812	62.6	4:04.582
5			38.450	140.4	2:02.572	15			1:06.739	60.9	4:04.922
6			37.647	140.4	2:01.221	16			53.889	138.1	3:45.164
7			37.882	141.0	2:01.868	17			38.153	141.0	2:03.032
8			37.914	140.4	2:02.150	18			38.048	143.4	2:02.529
9			37.911	141.0	2:01.190	19	38.721	44.644	37.815	143.4	2:01.180
10	38.859	45.207	38.202	141.6	2:02.268	20			37.763	141.6	2:01.736

36 Smeijsters-Gras											
1	43.506	45.720	37.995	151.7	2:07.221	11	38.526	44.761	37.974	148.4	2:01.261
2	38.668	45.500	37.846	150.4	2:02.014	12	38.919	45.133	In		2:11.541
3	39.734	45.474	38.223	151.7	2:03.431	13	Out	1:34.490	1:11.444	57.6	5:14.559
4	38.944	44.823	37.932	150.4	2:01.699	14	1:26.182	1:38.814	1:15.381	53.8	4:20.377
5	39.383	45.341	37.400	150.4	2:02.124	15	1:26.462	1:37.712	1:11.657	57.4	4:15.831
6	38.270	44.784	37.090	150.4	2:00.144	16	1:26.278	1:36.021	1:13.264	55.1	4:15.563
7	38.201	44.441	37.151	149.1	1:59.793	17	1:14.058	44.482	36.820	149.1	2:35.360
8	38.337	44.345	36.890	152.4	1:59.572	18	37.832	43.277	36.667	149.1	1:57.776
9	38.239	44.491	37.369	148.4	2:00.099	19	37.950	44.063	37.042	149.1	1:59.055
10	38.906	44.206	36.947	151.7	2:00.059	20	38.383	44.015	35.427	151.1	1:58.825

37 Michael Hermans					BMW 123 D						
1			37.834	144.0	2:10.413	11	38.601	44.692	39.057	147.1	2:02.350
2			37.837	144.6	2:04.835	12	38.661	44.756	In		2:09.425
3			38.896	144.0	2:03.643	13	Out	1:34.866	1:11.459	55.9	5:02.436
4	39.265	44.897	38.151	145.2	2:02.313	14			1:15.529	51.9	4:19.806
5			37.799	147.8	2:01.254	15			1:11.846	54.2	4:16.095
6			37.656	148.4	2:01.611	16			1:13.275	53.9	4:15.196
7	38.630	44.396	37.824	148.4	2:00.850	17			38.128	146.5	2:38.033
8	38.619	44.586	37.551	147.8	2:00.766	18	39.101	44.547	38.633	145.9	2:02.281
9	38.253	44.315	39.144	147.8	2:01.712	19	38.954	44.862	37.958	147.1	2:01.774
10	39.021	44.501	37.821	148.4	2:01.343	20	38.582	44.482	38.754	141.6	2:01.818

38 Rianneke Bakker					VW Golf TDI						
1	44.131	49.239	40.907	137.0	2:14.277	11	40.920	46.702	In		2:18.658
2	41.002	48.096	39.810	140.4	2:08.908	12	Out	1:33.253	1:10.673	58.8	5:20.776
3	41.595	46.758	38.827	139.8	2:07.180	13	1:24.034	1:36.163	1:11.700	61.5	4:11.897
4	40.276	46.427	39.871	136.5	2:06.574	14	1:21.677	1:37.715	1:12.257	58.5	4:11.649
5	40.430	46.385	40.023	132.7	2:06.839	15	1:23.312	1:39.536	1:09.857	62.9	4:12.705
6	41.022	47.185	39.272	139.8	2:07.479	16	1:20.134	1:10.590	40.905	137.6	3:11.629
7	40.121	46.918	38.607	138.1	2:05.646	17	41.659	47.855	39.703	136.5	2:09.217
8	40.020	46.771	38.954	139.8	2:05.785	18	40.885	47.019	39.880	137.0	2:07.784
9	41.186	46.579	39.869	136.5	2:07.634	19	40.229	47.737	39.310	135.9	2:07.276
10	40.511	46.806	39.572	139.8	2:06.889	20					

40 Baars-Roeleveld					Diesel						
1	40.100	43.452	36.035	153.8	1:59.638	12	37.444	43.277	36.870	149.1	1:57.591
2	36.725	42.889	36.320	152.4	1:55.934	13	37.786	45.396	In		2:13.940
3	36.679	43.283	36.455	151.7	1:56.417	14	Out	1:32.861	1:27.331	54.9	5:49.976
4	37.038	43.566	36.799	151.7	1:57.403	15	1:17.619	1:33.047	1:09.395	54.9	4:00.061
5	37.147	43.748	36.646	149.7	1:57.541	16	1:26.117	1:34.372	1:13.272	49.3	4:13.761
6	37.571	43.504	36.754	150.4	1:57.829	17	1:26.973	1:32.900	1:00.276	151.1	4:00.149
7	37.758	43.686	36.755	149.7	1:58.199	18	41.291	44.700	36.510	151.1	2:02.501

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8	37.577	44.036	36.971	149.7	1:58.584	19	38.376	44.116	37.232	151.7	1:59.724
9	37.353	43.711	36.848	148.4	1:57.912	20	38.569	44.000	36.572	153.1	1:59.141
10	37.221	43.367	36.740	148.4	1:57.328	21	39.403	44.854	44.521	99.5	2:08.778
11	37.301	43.674	37.408	147.8	1:58.383	22					

61	Andre van der Laan										
1	44.212	49.255	40.141	144.6	2:13.608	11	42.216	47.917	41.062	139.3	2:11.195
2	42.049	47.708	39.987	142.2	2:09.744	12	42.646	1:20.548	In		3:12.626 P
3	43.062	47.752	In		2:22.373 P	13	Out	1:39.778	1:13.586	56.3	5:53.402
4	Out	49.476	40.188	141.6	2:43.751	14	1:26.815	1:36.541	1:12.802	55.0	4:16.158
5	43.043	48.553	39.938	143.4	2:11.534	15	1:27.506	1:35.044	1:13.197	60.1	4:15.747
6	42.603	48.258	40.266	144.6	2:11.127	16	1:23.968	58.909	41.755	141.0	3:04.632
7	41.347	47.021	39.608	144.6	2:07.976	17	43.519	47.659	39.670	144.0	2:10.848
8	41.954	47.421	39.827	141.6	2:09.202	18	42.275	47.477	39.904	144.6	2:09.656
9	42.933	47.517	40.525	140.4	2:10.975	19	43.445	47.800	40.531	142.2	2:11.776
10	42.058	48.772	40.730	144.0	2:11.560	20					

69	Ellenkamp-van Krugten					BMW Compact					
1	43.459	48.556	39.077	141.0	2:11.092	11	38.674	44.608	In		2:15.442 P
2	40.453	46.110	38.345	141.0	2:04.908	12	Out	1:27.661	1:04.157	59.4	4:55.343
3	39.065	45.670	38.917	137.0	2:03.652	13	1:17.663	1:33.611	1:08.160	53.9	3:59.434
4	39.128	44.895	38.468	139.8	2:02.491	14	1:19.840	1:31.501	1:11.824	62.4	4:03.165
5	40.328	44.799	38.534	141.0	2:03.661	15	1:22.115	1:34.460	1:10.569	57.7	4:07.144
6	39.494	44.481	38.218	142.2	2:02.193	16	1:24.649	1:33.464	58.548	137.0	3:56.661
7	39.077	44.677	38.398	139.8	2:02.152	17	41.129	46.465	38.812	139.3	2:06.406
8	38.935	44.900	38.596	139.8	2:02.431	18	40.198	47.624	38.450	140.4	2:06.272
9	39.196	44.891	38.147	141.0	2:02.234	19	40.480	46.049	38.422	141.0	2:04.951
10	39.532	44.344	38.157	141.6	2:02.033	20	40.076	45.840	38.201	139.8	2:04.117

71	Alexander Berger					BMW 130i					
1	43.888	45.082	38.695	148.4	2:07.665	11	37.381	43.669	36.503	155.9	1:57.553
2	38.450	46.610	37.781	145.2	2:02.841	12	37.993	43.724	In		2:11.401 P
3	38.852	46.124	37.350	155.2	2:02.326	13	Out	1:39.249	1:08.040	58.4	5:33.619
4	39.598	44.817	37.181	157.4	2:01.596	14	1:26.298	1:42.610	1:14.665	49.4	4:23.573
5	37.179	43.285	35.997	156.7	1:56.461	15	1:26.483	1:38.169	1:11.600	56.6	4:16.252
6	37.498	43.738	36.200	158.1	1:57.436	16	1:26.423	1:36.111	1:13.328	57.8	4:15.862
7	37.332	43.416	36.482	155.9	1:57.230	17	1:17.780	50.278	38.185	152.4	2:46.243
8	37.636	43.249	36.463	155.9	1:57.348	18	39.750	44.999	37.085	149.7	2:01.834
9	37.691	43.730	36.121	156.7	1:57.542	19	38.307	44.139	36.278	158.1	1:58.724
10	37.554	43.590	36.343	156.7	1:57.487	20	38.760	43.807	36.133	155.9	1:58.700

72	Guido Kennis					BMW 130i					
1			37.867	145.2	2:06.748	12			38.115	144.0	2:00.938
2			38.315	143.4	2:02.734	13		In	In		2:36.163 P
3			37.710	145.9	2:01.392	14	Out		1:17.297	52.9	6:16.081
4			37.635	145.9	1:59.907	15	1:23.015	1:37.451	1:13.519	53.6	4:13.985
5			37.640	145.5	2:00.564	16	1:24.772	1:35.154	1:12.625	63.3	4:12.551
6	38.289	44.219	37.839	145.9	2:00.327	17	1:17.634	1:13.432	37.905	145.2	3:08.971
7			37.429	146.5	2:00.672	18			37.862	145.9	2:00.528
8			37.515	145.2	2:00.654	19			37.496	146.5	1:59.776
9	38.322	44.153	37.906	143.4	2:00.381	20			37.490	145.9	2:00.083
10			37.596	145.9	1:59.715	21			37.962	131.2	2:00.600
11			38.081	141.6	2:01.011	22					

77	Stan van Oord					Suzuki Swift					
1			40.075	132.7	2:13.473	11		In	In		2:23.462 P
2			40.229	133.8	2:08.075	12	Out		1:16.117	56.5	5:47.956
3			39.685	133.8	2:08.215	13			1:17.468	57.5	4:25.644
4			39.750	132.7	2:07.031	14			1:13.907	60.4	4:17.200
5			40.984	122.2	2:09.762	15			1:11.916	50.2	4:12.923

ACNN Zolder

Autosport Competitie Noord Nederland

DRDO - Race 1

21 July 2013

Laps and Sector Times

Zolder - 4000 mtr.

6		39.505	132.7	2:07.568	16		40.996	132.7	2:55.600
7		39.449	129.2	2:06.105	17		39.924	132.7	2:08.236
8		39.831	132.7	2:06.994	18		39.720	133.8	2:08.226
9		39.533	133.2	2:06.223	19		39.743	134.3	2:06.771
10		41.040	131.7	2:08.032	20				

79	David Rijks					BMW 130i					
1	43.125	46.323	37.109	153.8	2:06.557	12	38.027	43.718	36.117	155.9	1:57.862
2	37.503	43.799	36.207	156.7	1:57.509	13	38.016	49.044	In		2:43.642 P
3	37.688	43.602	36.175	157.4	1:57.465	14	Out	1:45.151	1:18.043	54.4	6:37.770
4	37.370	43.455	36.173	157.4	1:57.018	15	1:23.308	1:37.563	1:13.024	55.9	4:13.895
5	37.509	43.489	36.279	153.9	1:57.277	16	1:24.909	1:34.720	1:13.124	62.9	4:12.753
6	37.797	43.532	36.537	156.7	1:57.866	17	1:17.886	1:15.508	37.793	155.2	3:11.187
7	37.989	46.239	37.338	157.4	2:01.536	18	37.681	44.155	36.925	154.5	1:58.761
8	38.368	44.014	36.676	156.7	1:59.058	19	37.744	43.27	36.353	157.4	1:57.324
9	37.955	43.500	36.358	152.4	1:57.813	20	38.236	43.793	36.214	156.7	1:58.243
10	38.226	43.966	36.431	155.9	1:58.623	21	38.198	43.799	36.547	151.7	1:58.544
11	37.929	43.525	36.478	156.7	1:57.932	22					

82	Mark van Doesburg					Specials					
1			39.895	142.8	2:13.307	11			39.685	142.2	2:04.126
2			38.634	142.8	2:04.550	12		In	In		2:14.923 P
3			38.194	144.0	2:02.526	13	Out	1:33.907	1:12.457	54.1	5:45.092
4			38.956	142.8	2:02.679	14			1:13.184	54.1	4:15.943
5			38.168	145.2	2:02.116	15			1:10.361	67.3	4:10.640
6			37.852	149.1	2:01.543	16	1:17.939	1:36.308	1:08.875	56.6	4:03.122
7			39.848	142.2	2:03.484	17	59.054	47.60	39.360	143.4	2:26.054
8			38.340	144.6	2:01.771	18			38.948	144.0	2:05.647
9			39.074	142.8	2:03.515	19			38.480	147.1	2:04.600
10			38.112	147.1	2:00.984	20			39.659	145.2	2:10.561

83	Euser-Meixner					BMW					
1	42.962	45.214	38.488	146.5	2:06.664	12	37.661	43.279	37.255	145.9	1:58.195
2	38.144	45.669	38.932	144.0	2:02.745	13	37.862	54.415	In		2:41.771 P
3	38.701	46.198	38.242	145.2	2:03.141	14	Out	1:36.408	1:09.751	53.1	5:25.320
4	38.611	44.970	37.370	147.1	2:00.951	15	1:23.713	1:32.830	1:09.896	64.5	4:06.439
5	37.980	43.920	37.128	145.9	1:59.028	16	1:18.957	1:36.456	1:08.247	60.4	4:03.660
6	37.878	43.621	37.176	147.8	1:58.675	17	1:19.743	1:30.268	55.550	137.6	3:45.561
7	38.149	44.910	37.531	147.8	2:00.590	18	39.882	45.100	38.571	142.2	2:03.553
8	38.303	43.878	36.908	145.2	1:59.089	19	39.359	44.796	38.539	143.4	2:02.694
9	38.272	43.428	36.925	145.9	1:58.625	20	39.045	44.478	38.194	143.4	2:01.717
10	38.004	43.524	37.406	145.2	1:58.934	21	39.390	44.392	38.648	144.0	2:02.430
11	37.870	43.394	37.049	145.2	1:58.313	22					